

INFORMATION REPORT
CONFIDENTIAL

COUNTRY Yugoslavia

SUBJECT The Vrska Cuka Coal Mines

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1. The Vrska Cuka coal mines consist of three individual mines formerly privately owned and known as the Vrska Cuka and Srbski Balkan coal mines. After the war these mines were consolidated and nationalized under the name of the Vrska Cuka coal mines. The three mines comprising this group are as follows:
 - a. Burdelj, situated directly on the Yugoslav-Bulgarian frontier with one entrance being actually just inside Bulgarian territory.
 - b. Avramica, situated in the immediate vicinity of the village of Avramica and approximately two kilometers southeast of the Grljane railroad station.
 - c. Vrska Cuka, situated near the Vrska Cuka Mountain and approximately two kilometers west of the Bulgarian frontier.
2. The mines are controlled by a local directorate which is subordinate to the Ministry of Mines for the Republic of Serbia and has its offices in Avramica. Each individual mine has its own manager and administrative staff. The brickette factory is independent of the mine directorate and has its own management.
3. Communications
 - a. The mines are connected with a new metalled road constructed since 1945, which branches off from the main Zajecar-Nis road just south of Grljane and runs through the village of Avramica to Vrska Cuka. There the road branches off to the Burdelj mine.
 - b. Immediately south of Grljane is a new brickette factory situated on the east side of the main Zajecar road. This factory is connected with the Avramica mine by an overhead ropeway.
 - c. The old narrow gauge railroad line connecting the mines with Vrazogrnac has been dismantled, and a new narrow gauge line connecting Avramica with the other two mines has been constructed.
 - d. A new overhead ropeway connecting Vrska Cuka and the coal bunker is under construction.

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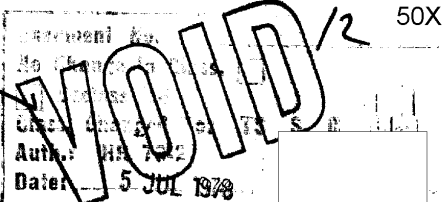
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4. The planned annual output figures are as follows:

1948 - 70,000 tons
 1949 - 65,000 tons
 1950 - 64,000 tons

The annual output figures are as follows:

1948 - 68,000 tons
 1949 - 65,000 tons, plus 15,000 tons of brickettes
 January to March, 1950, inclusive - 14,000 tons

The coal is supplied to the Bor copper mines and to the railroad depots at Zajecar, Belgrade, and Nis.

5. Coal reserves

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Categories A and B - 80,000 tons
 Category C - 300,000 tons

The ash and water contents of the coal are 20 percent and 2 percent respectively.

6. The main factors limiting the output are inefficient technical management and shortage of labor.

7. Future developments planned

- a. Extension of the overhead ropeway to the Burdelj and Vrska Cuka mines so that coal may be sent from there direct to the brickette factory.
- b. Improvement in accommodations for the mine employees.
- c. Extension and modernization of the workshops and other installations at the brickette factory.
- d. It is planned that a new saw mill and various additional workshops will be established at the three individual mines. The mines are also to be supplied with new machinery and electrical equipment including a new transformer house.
- e. A new shaft is to be sunk in the vicinity. The exact location of the shaft has not yet been determined.

8. The mines have their own power plant which is adjacent to the brickette factory. The plant is equipped with a steam turbine aggregate of 800 kw capacity, and driven by two steam boilers. In addition to this, there is a 750 kw diesel motor aggregate which supplies power to the brickette factory. The latter equipment was obtained from UNRRA. The mines are also supplied with additional power from the Zvezdan thermo-electric plant which has a high tension circuit at 35,000 volts. The new transformer will reduce the power to 6,000 and 400 volts respectively.

9. Machinery and equipment

- a. The mines: All three mines are equipped with electrical winding machines and lifts; electrically operated compressors, which were supplied by UNRRA; diesel mine locomotives of Jung manufacture, and miscellaneous equipment and machinery of Flottmann, Ingersoll Rand, Chicago Pneumatic, Bohler and Jastrebac manufacture. The mines also have their own water pumping station situated on the Timok River.
- b. Workshops: The central workshops handle repairs for all industrial establishments in the area, and are well equipped. They include engineering, turning, welding, blacksmith, carpentry and miscellaneous repair shops, as well as two saw mills.

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- c. Railroad facilities: The narrow gauge railroad line has two locomotives and an unknown number of cars used for transporting the coal.
 - d. Motor transport: The mines have a central garage at Grljane, complete with workshops. Vehicles consist of six 3-ton and 5-ton trucks of Fiat, Skoda, Praga and Federal manufacture. The mines also have three passenger cars of Lancia, Buick and Ford manufacture.
 - e. The brickette factory is equipped with two Cauffindal press machines, heaters, transformers, et cetera, driven by electric motors.
10. The mines employ a total of 1,400 men, most of whom are of Rumanian origin. Included in this total are forced laborers whose number varies between one and two hundred. They are normally persons serving sentences of up to twelve months. The mines work three 8-hour shifts per day, seven days per week, but the workers are usually given two or three days off per month.
11. Living conditions are fairly good except for poor food and clothing supplies. Accommodation in the workers' colony is sufficient and a fair amount of local housing is also available.
12. The mines employ a Militia force of approximately twenty-five men who are responsible for the security of the entire mining area. The central workshops are surrounded by barbed wire and all persons entering have to surrender their identity cards to the Militia. The cards are returned to the holders on departure.

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